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HAVING been ESTABLISHED with a large as-
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very moderate rates.

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China Mail

Established February, 1843.

THE 'HONGKONG CHINESE MAIL'
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Hongkong Wa Te Po Po,
ISSUED DAILY.
CRUN US MAN,
Manager and Publisher.
SUBSCRIPTION:
Per Dollar a year, payable in 12 months,
long. One dollar a month,
including postage.

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HONGKONG, WEDNESDAY, AUGUST 8, 1894.

日八月初七午中

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGER, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STAKER & Co., 30, Cornhill; GORDON & GOUGH, Ludgate Circus, E.C.; BATES & CO., 37, Walbrook, E.C.; SAMUEL DEACON & CO., 160 & 164, Leadenhall Street; W. M. WILLS, 151, Cannon Street, E.C.; ROBERT WATKIN, 150, Fleet Street.

PARIS AND EUROPE.—ADEMUS PRINCE,

36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPEL, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Posts generally.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOUGH, Melbourne and Sydney.

OTTAWA.—W. M. SMITH & CO., THE ASSOCIATIONERS CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WILSON, LTD., Singapore.

CHINA.—MAZOO, A. A. DA CRUZ, AMOY,

N. MOALE & CO., LINTON, Foochow;

HENRY & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH,

YEWLETON, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$4,200,000.
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000.

COUNCIL OF DIRECTORS:

C. J. HOLLIDAY, Esq.—Chairman.
J. S. MOSES, Esq.—Deputy Chairman.
R. M. Gray, Esq. A. M. McCloskie, Esq.
H. Hopkins, Esq. S. U. Michalean.
H. H. Joseph, Esq. D. R. Sasso, Esq.
Hon. J. J. Koswick. Julius Kramer, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 3 per cent. per annum.
" 6 " 4 "
" 12 " 5 "

T. JACKSON,

Chief Manager.

Hongkong, May 31, 1894. 332

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,

Chief Manager.

Hongkong, May 15, 1893. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....\$200,000.
RESERVE LIABILITY OF SHAREHOLDERS.....\$200,000.
RESERVE FUND.....\$275,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 5%

" 6 " 4 %

" 3 " 8 %

A. C. MARSHALL,

Manager, Hongkong.

Hongkong, May 17, 1894. 825

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....\$2,000,000.

CAPITAL CALLED UP.....\$1,250,150.00.

Bankers:

CAPITAL & COUNTRIES BANK, LIMITED.

Head Office:

3, PRINCE STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST.

Allowed on Current Accounts and Fixed Deposits can be negotiated on application.

Every description of Banking and Exchange business transacted.

CHANTRY INGBOLD,

Manager.

Hongkong, November 6, 1893. 247

THE METRO-TILE BANK OF INDIA, LIMITED.

Authorized Capital.....\$1,500,000.

Subscribed Capital.....\$1,125,000.

Paid-in.....\$1,162,500.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

ON FIXED DEPOSITS:

For 12 Months.....5%

For 6 Months.....4%

For 3 Months.....3%

JOHN THURBURN,

Manager, Hongkong.

Hongkong, June 18, 1893. 248

Intimations.

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be RESUMED on MONDAY, 13th Instant.

For Terms for BOARDERS and DAY-SCHOLARS, apply to

THE HEADMASTER.

Hongkong, August 7, 1894. 1288

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at Twelve o'clock Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Account to 30th June, 1894.

By Order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, August 1, 1894. 1262

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED on SATURDAY, the 4th to the 18th day of August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, August 1, 1894. 1263

SOCIÉTÉ FERMÉE DE L'OPHUM

AU TONKIN

(IN LIQUIDATION).

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby informed that the Sum of MEXICAN DOLLARS ONE HUNDRED AND NINETY-FIVE (\$195.00), being the Second DIVIDEND due on account of the Company's Assets, is PAYABLE in Hongkong at the HONGKONG & SHANGHAI BANKING CORPORATION, from the 26th July to the 10th August, 1894, and in Haiphong at the BANQUE DE LA CHINE, from the 15th August to the 1st September, 1894, against presentation of Scrips.

By Order,

ARNHOLD, KARBERG & Co., Agents.

Hongkong, July 18, 1894. 1190

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A INTERIM DIVIDEND at the Rate of TWO AND A HALF PER CENT. (One Dollar and Twenty-five Cents per Share) for the Six Months ending 30th June, 1894, will be PAID to those Persons who are Registered as SHAREHOLDERS in the above Company, on MONDAY, the 13th August, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 7th to the 13th August, both days inclusive.

By Order,

WM. MATHISEN,
Acting Secretary.

Hongkong, July 26, 1894. 1227

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of the SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, on MONDAY, the 18th August, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, and to reduce the Statement of Account to the 30th June, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, July 31, 1894. 1253

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewelers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VISCOLOGIST'S CELEBRATED BINOCULARS AND TELESCOPES, RINGHÉ'S LIQUID AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATEDWARE, CHATELAIN & CO.'S ELECTRO-PLATEDWARE, GOLD & SILVER JEWELLERY

In great variety.

D. I. M. O. N. D. S.

— AND —

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London PATTERNS, at very moderate prices.

VINOLIA IS A REFINED SOAP.

It keeps the complexion fresh and clear.

No other Soap has received

such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAPS—All Prices, VINOLIA SHAVING STICKS and CAKES, VINOLIA CREAM (for Itching, Face Spots, &c.), and VINOLIA POWDER (for the Complexion).

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:

FOR SHANGHAI, DATE.

LONDON.....9th August....Freight or Passage.

MARSEILLE.....9th August....Freight or Passage.

SHANGHAI.....Cathay.....About 12th August....Freight or Passage.

LONDON, &c.....Rosetta.....Noon, 16th August....See Special Advertisement.

JAPAN.....Verona.....Noon, 17th August....Freight or Passage.

SHANGHAI.....Aden.....About 17th August....Freight or Passage.

LONDON.....Jord.....About 22nd August....at MARSEILLE, if sufficient

inducement offers.

For further Particulars, apply to

GEO. W. F. PLAYFAIR.

Branches:

Entertainment.

THEATRE ROYAL,
HONGKONG.
THE BLACK PLAGUE.
THE HONGKONG MINSTREL TROUPE
will give
TWO FIRST-CLASS ENTERTAINMENTS,
on
SATURDAY, 11th August,
AND
WEDNESDAY, 15th August, 1894.
For the benefit of those Soldiers and Police
who have been, and those who are
still, engaged upon work in connection
with the Plague.

These Performances are given under the
distinguished Patronage and Support of—
His Excellency the Governor Sir William
Robinson, K.C.M.G.
His Excellency Major-General G. Dibsey
Barker, C.B.
Commander G. T. H. Boyce, R.N.
Colonel G. B. Maquinella, R.A., Commanding Royal Artillery in China
Colonel W. H. Mullay, R.E., Commanding Royal Engineers in China
Lieut.-Colonel F. W. Robinson, Commanding 1st Shropshire Light Infantry
Lieut.-Colonel E. G. Barlow, Commanding the Hongkong Regiment.

NOVEL AND GREAT ATTRACTIONS,
UPWARDS OF 50 PERFORMERS IN THE
MINSTREL CIRCLE.

GRAND VARIETY ENTERTAINMENT,
introducing NOVELTIES never before seen in Hongkong, under the entire supervision and solo direction of Mr. W. FARMER.

Full Particulars in Programmes which will be issued on or about Monday, August 6th.

By the kind permission of COLONEL ROBINSON and OFFICERS, the BAND of the Shropshire Light Infantry will play at each performance.

Popular Price, \$2 and \$1.
Soldiers and Sailors in uniform half-price to back seats only.

Doors open at 8.30; Commencing at 9 o'clock precisely.

Plan and Tickets at Messrs KELLY AND WALSH, LIMITED.

Seats may be booked on and after Monday, August 6th.

A SPECIAL TRAM will run to the Peak, and a SPECIAL LAUNCH to Kowloon, 15 minutes after each Performance.

WILLIAM BLAYNAY,
Hon. Secretary.

Hongkong, Aug. 1, 1894. 1259

Mails.



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain G. W. F. BROWNE, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 16th August, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the CARTHAGE which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 7th SEPTEMBER, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed ad Bomby.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 2, 1894. 1265

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship
"Hai-tung,"
Captain Roeder, will be
despatched for the above
Ports on FRIDAY, the 10th Instant, at
Noon, and not as previously notified.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, August 8, 1894. 1267

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA AMOY.
Taking Cargo & Passengers at through rates
for CHEFOO, TIENSIN, NEW-CHIANG, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship
"Chrysanthemum,"
Capt. Brauner, will be
despatched as above on
WEDNESDAY, the 15th Inst., at 10 a.m.

For Freight or Passage, apply to
JARDINE, MATHEISON & CO.,
General Managers.

Hongkong, August 8, 1894. 1268

Vessels Advertised as Loading.

Destination	Vessels.	Agents.	Date of Leaving.
Japan.	Verona (s).	P. & O. S. N. Co.	Aug. 17, at noon.
London, v. Marseilles.	Formosa (s).	P. & O. S. N. Co.	Aug. 9, at 5 p.m.
London, v. Suez Canal.	Lauretta (s).	Batfield & Swire.	Aug. 14.
London & Ports of Call.	Rosetta (s).	P. & O. S. N. Co.	Aug. 10, at noon.
London and Hamburg.	Hainaut (s).	Jardine, Matheson & Co.	About Aug. 22.
London.	Java (s).	P. & O. S. N. Co.	Aug. 10, at 6 p.m.
Manila.	Verona (s).	Jardine, Matheson & Co.	Aug. 12.
London.	Bitterfield & Co.	Bitterfield & Swire.	Aug. 19, daylight.
Manila.	Gibraltar (s).	Bitterfield & Co.	Quick despatch.
New York.	Gibraltar (s).	Bitterfield & Co.	Quick despatch.
Peru, &c.	Tsinan (s).	Pacific Mail S. S. Co.	Aug. 11, at 1 p.m.
Peru, &c.	Peru (s).	O. & G. S. S. C.	Aug. 21, at 1 p.m.
Peru, &c.	Oceanic (s).	Siemersen & Co.	Quick despatch.
Peru, &c.	Silchester (s).	Cathay (s).	About Aug. 12.
Shanghai.	Aden (s).	P. & O. S. N. Co.	Aug. 17.
Shanghai, via Amoy.	Choyang (s).	Jardine, Matheson & Co.	Aug. 15, at 10 a.m.
S'pore, Havre & H'bar.	Lawang (s).	Douglas Lapraik & Co.	Aug. 9, at noon.
S'pore, Amoy & F'chow.	Namoa (s).	Douglas Lapraik & Co.	Aug. 10, at noon.
Vancouver (B.C.), &c.	Empress of China (s).	P. & O. S. N. Co.	Aug. 23, at noon.
Victoria (B.C.), &c.	Victoria (s).	P. & O. S. N. Co.	Aug. 23, at noon.

To-day's Advertisements.

NOTICE.

NOTICE is hereby given that the Firm of LEE KING & CO., 18, Praya Central, has been CLOSED from the 1st Instant.

The Undersigned will conduct the Business of MR. GENERAL BROKER and COMMISSION AGENT at the above Address.

JOHN ANDREW.

Hongkong, August 8, 1894. 1294

STEAMSHIP YARNA.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at HONGKONG & KOWLOON WHARF & GODOWN CO. LTD. & CO., LTD.

For delivery at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 16th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before WEDNESDAY, the 17th Instant, or they will not be examined.

All Damaged Packages will be examined on TUESDAY, the 16th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 8, 1894. 1292

Dakin, Gruickshank & Company, Ltd.

VICTORIA DISPENSARY.

FIRST-CLASS DISPENSING at prices that will bear comparison with first-rate pharmacies at home.

deep-charge; all Drugs and Chemicals used are guaranteed to be of the finest quality, and all the Europeans in the firm are qualified by British examination.

PATENT MEDICINES, INVALIDS' REQUISITES, SURGICAL APPLIANCES, ETC., ETC., at Current Rates.

SPONGES, PERFUMERY, TOILET REQUISITES.

The Dispensary is open from 7 a.m. to 7.30 p.m. on WEEK DAYS and from 10 a.m. to 6 p.m. on SUNDAYS, but Medicine may be obtained at any hour, day or night.

Any Complaints should be addressed to the MANAGER.

1169

Not Responsible for Debts.

Neither the Captain, the Agent, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

JAPAN, Italian barque, Capt. Bartolomeo Giustavino.—MILANO & CO.

SHERBORN, Brit. 4-masted ship, Capt. R. Gibson.—Shewan & Co.

SHIPPING.

ARRIVALS.

August 7—

Ethiope, British steamer, 1,906, P. J. Miles, Japan (Kuchinoto) July 31, Coal.

MINER BUSSAN KAISHA.

Arden, British str. 1,080, H. Smith, Moji July 31, Coal.—JARDINE, MATHEISON & CO.

Lyman, German steamer, 1,288, G. Heuermann, Wahn July 31, and Chickung Aug. 1, Rice and Groundnut.—SMITH & CO.

Namoa, British steamer, 863, H. G. A. Harris, Foochow August 4, and Amoy 6, General.—DOUGLAS LAPRAIK & CO.

August 8—

Soochoe, British steamer, from Canton.

Amoy, German steamer, 663, W. Wulf, Chetoo July 31, General.—ORNISS.

Forwards, British steamer, 2,015, E. P. Bishop, Foochow August 6, General.—P. & O. S. N. Co.

Yunnan, British steamer, 1,166, Waddell, Maia August 5, General.—JARDINE, MATHEISON & CO.

Caledonia, French steamer, 2,633, Flanigan, Shanghai August 5, Mails and General.—MESSAGERIES MARITIMES.

Yunnan, French steamer, 2,004, De Montigny, Marsala August 5, General.—P. & O. S. N. Co.

August 9—

Soochow, British steamer, from Canton.

Amoy, German steamer, 663, W. Wulf, Chetoo July 31, General.—ORNISS.

Formosa, British steamer, 2,015, E. P. Bishop, Foochow August 6, General.—P. & O. S. N. Co.

Yunnan, British steamer, 1,166, Waddell, Maia August 5, General.—JARDINE, MATHEISON & CO.

August 10—

Soochow, British steamer, from Canton.

Amoy, British steamer, 1,166, Thos. H. Sollars, Shanghai August 3, and Swatow 7, General.—JARDINE, MATHEISON & CO.

CLEARED.

Soochow, for Shanghai.

Cass, for Tamau.

Namoa, for Swatow.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Namoa leaves for Coast Ports.

5 p.m.—Formosa leaves for London, &c.

6 p.m.—

General Memoranda.

FRIDAY, August 10.—

Goods per Gentry undelivered after this date subject to rent.

SATURDAY, August 11.—

Performance at the City Hall.

MONDAY, August 12.—

Opening of Diocesan School & Orphanage.

Dividend of 2½% on Shares of The Hongkong & Kowloon Wharf & Godown Co., Ltd., paid.

Goods per Yarra undelivered after this date subject to rent.

WEDNESDAY, August 15.—

Goods per Steamer Yarra undelivered after noon subject to rent.

9 p.m.—Performance at the City Hall.

THURSDAY, August 16.—

Noon.—Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation at the City Hall.

MONDAY, August 20.—

3 p.m.—Meeting of Shareholders of The Hongkong & Whampoa Dock Co., Ltd., at the Company's Office.</p

THE CHINA MAIL.

THE GOVERNMENT AND THE CHAMBER OF COMMERCE.

The following letters from the Acting Colonial Secretary to the Hongkong General Chamber of Commerce have been forwarded to us for publication:

Colonial Secretary's Office,
Hongkong, 7th August, 1894.

Sir,—In reply to your letter of the 1st instant, I am directed to state that the information of the Chamber of Commerce that His Excellency has telegraphed for instructions in regard to the hostilities between China and Japan, but that none have yet been received.

I am to add that the Chamber will be informed whenever any instructions on the subject are received from the Secretary of State.

I have the honour to be, Sir, your most obedient servant,

(Signed) J. H. STEWART-LOCKHART,
Acting Colonial Secretary.

The Secretary, Chamber of Commerce,
etc., &c.

Colonial Secretary's Office,
Hongkong, 7th August, 1894.

Sir,—In reply to your letter of the 1st instant I am directed to state that the information of the Chamber of Commerce that His Excellency is most anxious, in the interests of the trade of the port, to have the proclamation, declaring Hongkong to be infested, withdrawn as soon as possible, but is advised that no such withdrawal can take place at present.

I have the honour to be, Sir, your most obedient servant,

(Signed) J. H. STEWART-LOCKHART,
Acting Colonial Secretary.

The Secretary, Chamber of Commerce, etc., &c.

THE PLAGUE IN HONGKONG.

The Tung Wah branch hospital at the Kennedy-town cattle depot was expected to be closed on Friday next; but there has been an increase in the number of admissions during the last three days, as shown by the return published; and as long as the fluctuations continue there is no telling when the place will be able to be closed.

A Chinese "doctor" at the cattle depot was taken sick with the plague yesterday. There are still a few cases every day from Yau-ma-tei (which do not appear in the Hongkong hospital records). All the houses there have been thoroughly cleaned, disinfected, and whitewashed by the Yau-ma-tei police, under Sergt. Gillies, who has worked like a Trojan.

It will be seen from the returns given below that the last remaining patients have been discharged from the *Elysia*, Mr Alton and Mr Genesberg, who are now in a state of convalescence, having been removed to the Government Civil Hospital.

The following are the statistics of the Hongkong Hospitals for the twenty-four hours to noon to-day:—

	Hospital	Cattle Depot	Total	Increase	Decrease
Admissions	0	5	0	5	3
Deaths	0	1	0	3	4
Discharges	0	1	0	1	1
Under Treatment	0	38	11	19	2

* Returns to Government Civil Hospital.

TYPHOON IN THE NORTH.

The British steamer *Archie* left Muji on July 21 about noon for Hongkong, and had to start a light south-easterly breeze, with some clouds. This weather continued until Aug. 2, when the breeze freshened from the east, and squally weather set in, with barometer falling steadily. A high east-easterly gale got up, and by 4 p.m. there was a very strong wind with violent squalls and heavy rain, and a tremendous sea from the eastward. The steamer (deep-laden) laboured and strained considerably, and the decks were constantly under water, heavy seas breaking inboard. At 9.30 p.m. the ship was hove to, until 4 a.m., when the sea moderated and the vessel was again put on her course. The same weather continued until Pili-kia-shan was sighted, when the wind decreased and became scurvy, but still there was a heavy swell from the eastward. On the 4th there were moderate to light breezes, with overcast, cloudy weather. On the 5th, light south-easterly wind, with heavy rain equals. On the 6th, moderate to light breeze and moderate southern winds, with overcast cloudy weather to port. Light S. westerly winds with heavy rain equals, arriving at 1.45 a.m. on the 8th, and anchored in Jap. Bay until daylight and proceeded to meetings of Kelle's Island.

The British steamer *Elspeth*, Capt. P. J. Miles, from Kuchinotou Aug. 2, reports.—Encountered moderate easterly winds on the voyage north from Hongkong (July 19th) until the 24th, when typhoon weather was met off Kashihi. Considerable damage was done on deck; the tarpaulin was ripped off the No. 1 hatch, and the hatches were blown over the ship's side like pieces of paper. On the 25th the *Elspeth* rescued the crew of a Japanese fishing junk, disabled. On the same day H.M.S. *Un-daried* arrived in Nagasaki with a number of shipwrecked fishermen, and disabled native craft were being brought in throughout the whole day. The *Elspeth* arrived at Kuchinotou on the 28th, just as the sailing ship *Ben Lee*, which had been picked up helpless by a Japanese steamer half a mile of the north-east end of Kashihi, was being towed in, on her beam-ends. The *Elspeth* left for Hongkong on Aug. 2, and had strong easterly gales with high confused sea; the ship was making terrible weather, and had to be hove-to for twenty hours in lat. 32 deg. N., long. 125 deg. E. After that the weather was moderate all the way to port.

A TELEGRAM from Allahabad, dated 18th July, states that the plague having practically died out at Hongkong it is out of the relief of the Shropshire Light Infantry will be cancelled. The regiment will accordingly change places with the 1st Battalion Rifle Brigade at Fort William in the cold weather unless the plague reappears.

The Chinese Consul at Yokohama, says a Japanese native paper, prepared to leave for home, and not having given any instructions to the Chinese residents of the port, some excitement was created among them. A few good-for-nothing fellows rushed into the Chinese Hall on the 23rd ult., and demanded that the reserve funds of the Hall should be distributed among the poor, so that the latter might start for home, but their unreasonable request was rejected. The Chinese residents have agreed to insure the valuable temple building of Kwada in Yokohama Settlement with a foreign insurance company, when they have to leave. It is stated that the result will be that the Chinese town will incur heavy loss, a Chinese getting it on fire in order to obtain the insurance money, but the real cause of the conflagration has not yet been definitely ascertained. The Chinese sugar merchants are experiencing great trouble in disposing of their large supplies of sugar, the lower descriptions of which are said to amount to over 50,000 bags. The goods are rejected by the foreign bankers, and excepting low prices are offered by purchasers.

THE CHINA-JAPAN WAR.

The following accounts of the naval engagements and land operations in Corea have been taken from the letters of the various correspondents of the *N.Y. Daily News*:

THE KOWSHING DISASTER.

Tientsin, July 23.
In Weihsien on the morning of the 23rd instant there was a large Chinese fleet of ten vessels and three gunboats. Among them were the *Tsingyuen*, *Chenyeu*, *Tsienyeu*, and seven other fast vessels. The *Tsienyeu*, and eight others, were under command of Capt. Moore, with Lt. Thompson, Timer, and several other fast vessels. The *Tsienyeu* was engaged on board, lay waiting for orders, she engaged as a sort of despatch vessel. The *Feiching* passed H.M.S. *Arch* without the *Irene* bound to Chelupu, and advised her to proceed to Weihsien and Chelupu, but too far off to communicate. She had brought the news from Chelupu to Chelupu and the *Feiching* also. The *Feiching* was being treated in the Japanese Hospital. It was reported, several canons and a large quantity of firearms, said to be modern weapons, were captured. The *Feiching* was sent to Weihsien and Chelupu, and the *Irene* bound to Chelupu for advice. She was going to bring back refugees.

Captain Wong of the *Tsienyeu* reports that he saw the *Kowshing* sunk at 7 a.m. on the 25th, about half-way between Shio-pan and Yashan. As the *Kowshing* left Taku Bar at 10 p.m. on the 23rd inst., and giving her 13 knots she ought to have been at Yashan at 8 p.m. on the 25th; it may be that the *Kowshing* passing up to Yashan at about 7 a.m. when the *Tsienyeu* and *Kuangyu* were engaged with the *Nan-tze* and *Yen-tze* despatch-vessel from Cores. According to this report, at about 7 o'clock on the morning of the 25th ult. the *Chiuyuen*, *Kuangyu*, and *Tsao-kuang*, which had started to convoy the *Kowshing* from Taku to Yashan, sighted the three Japanese and the *Feiching* coming down from the direction of Yashan, encountered three Japanese men-of-war, the *Yashin*, *Nan-tze*, and *Chiuyuen*. When they met the Chinese men-of-war did not salute, they manifested hostile intentions and preparations were being made for a fight. The *Nan-tze* turned back, and the *Chiuyuen* started to follow her. Upon the Japanese vessel turning the *Chiuyuen* retreated and hoisted a white flag above the Japanese naval ensign. In consequence of this the *Nan-tze* hesitated to fire. At this moment the *Chiuyuen* fired, and as they approached she must have seen her mistake and they closed to talk it over. As the other steamer settled down it was seen to be low water; as there is a rise and fall of 30 feet the *Chiuyuen* must have been torpedoed at the Japanese vessel, but missed her. Upon the *Nan-tze* fired at the *Chiuyuen*, and as she was joined by the *Yashin*, the *Chiuyuen* fled toward China. The *Kuangyu*, began an engagement with the *Chiuyuen* but was hoisted a white flag above the *Chiuyuen* and the *Chiuyuen* surrendered, but the Chinese soldiers on board refused to do so, and resisted. The *Nan-tze* then fired at and sank the *Kowshing*. In that vessel there were 1,100 soldiers, 4 officers of staff, and 15 captains. The captain and others were rescued by the boats of the *Nan-tze*. It was then found that the *Kowshing* was a British steamer, belonging to the Indo-China Navigation Co., chartered by the Chinese government for the conveyance of troops.

This is the official report to the Japanese government, and it will be noticed that in several material points it traverses the previous accounts. In the first place the fight is said to have happened early in the morning, whereas the *Feiching* fixed the time at 1 p.m. and the *Chiuyuen* at 8 a.m. That the Chinese soldiers refused to surrender is borne out by both Japanese and Chinese accounts, but the former distinctly goes so far as to relate the sinking of the vessel—it is the *Nan-tze*—it may be the *Yukachio*, her sister ship. The *Feiching* lay inside the reef at Yashan on the night of the 24th, a vessel without lights, made up at 11 p.m., and anchored outside the reef for some hours. The *Chiuyuen* and *Kuangyu*, that were told off to cover the landing, cleared out at 4.30 a.m. on the 25th, the *Feiching* following at 10 a.m.

Tientsin, July 28.
Another correspondent writes:—There is also a wire from a Chinese source stating that the *Kowshing* was sunk in deep water, and that from their armoured tops the Japs played their Gatling guns among the drowning men with terrific effect. At present, however, it is not clear who saw this and where it took place. Possibly the explanation is that the Japs after driving off the *Feiching* devoted their attention to the merchant steamer, knowing well that she carried a large body of men, quite an exceptional number of officers of high rank and Mr von Hannen.

Admiral Ting was in Weihsien with the unbroken *Peyiyan* on Wednesday, and it is fully expected that he would put to sea yesterday or to-day and give battle to the Japanese. Every moment we may expect to hear of decisive or at least a general engagement.

The *Taku*, *Tug*, and *Lighter* Company have done yeoman service in coaling and embarkation work during the last month, and have conveyed their tow-boat *Poko* to the Chinese Government on a very favourable charge: on 24th the *Kai-ping* and *Liu-ping* pits are putting out 2,000 tons a day and working at full speed. The railway service has, however, been sadly interfered with by another tornado of rain. On Thursday last week, 13 inches of rain fell in 12 hours—this is the record for this part of China and means that more than 1,300 tons of water fell on every acre: naturally enough the loose earthworks were washed out again, but by the indefatigable efforts of the engineers the coal is being down to the sea again, but the indefinite efforts of the engineers to repair the damage are rather inconclusive.

FURTHER DETAILS OF THE FIGHT.

Chetow, July 29.
Since the hasty arrival and departure of H.M.S. *Arch*, every steamer from Corea has brought the most exciting news, but the details of the events which have occurred are so conflicting that it is difficult to give a coherent account of them. Early on Friday the *Feiching* arrived from Chelupu with the news of a naval engagement which had fought about eighteen miles off that port. It was stated that several transports, the *Kowshing* among them, scored by the *Tsienyeu*, *Chiuyuen*, and another gunboat, just after leaving the harbour encountered three Japanese warships, who suddenly, without warning, opened fire on them. Two transports and two gun-boats were sunk; the *Tsienyeu* escaped, after a running fight with the Japanese flag-ship. Next day the R.C. *Keiko* arrived from Weihsien, where her officers had seen the *Feiching*; the ship had been severely mauled, and had lost several officers and 27 men, besides over 30 wounded. Her officers said that they had had strict orders not to fight, and that consequently they were compelled to make off, having made a good fight. The vessel that escaped is said to have arrived at Taku on the 27th inst.

THE CHINA-JAPAN WAR.

The following accounts of the naval engagements and land operations in Corea have been taken from the letters of the various correspondents of the *N.Y. Daily News*:

From the accounts published here it would seem that none of the Japanese ships received serious damage. There is evidently no disposition on either side to make a display of losses sustained. Notwithstanding this, various rumours are in circulation. One report has it that the *Musashi* has been sunk, and to-day Weihsien, to give warning of the outbreak of hostilities. The ships' bow-guns were damaged, and her hull much battered; so that the Japanese troops have been withdrawn from Seoul, and sent to the scene of operations. The *Yashin* has been hoisted, and is now in a heavy swell, but I more than doubt it—unless indeed she has tumbled upon the *Chenyeu* and *Tsienyeu*.

At 10 a.m. on the morning of the 26th instant there was a large Chinese fleet of ten vessels and three gunboats. Among them were the *Tsienyeu*, *Chenyeu*, *Tsienyeu*, and seven other fast vessels. The *Tsienyeu* was engaged on board, lay waiting for orders, she engaged as a sort of despatch vessel. The *Feiching* passed H.M.S. *Arch* without the *Irene* bound to Chelupu, and advised her to proceed to Weihsien and Chelupu for advice. She was going to bring back refugees.

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Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Port (via Nagasaki) SATURDAY, AUG. 11,
Kobe, Inland Sea at 1 p.m.
Cape Horn, Japan, WEDNESDAY, AUG. 28,
(via Nagasaki), at 1 p.m.
Kobe, Inland Sea, Yokohama, and Yokohama)

Cape Horn, (via Nagasaki, Kobe, Inland Sea, Yokohama) WEDNESDAY, Sept. 18, at 1 p.m.

China Main Office.

THE U. S. Mail Steamship PERU
will be despatched for SAN FRANCISCO, NAGOYA, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, 11th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Ships of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Fright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invitations to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 24, 1894. 1212

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, OCEANIC AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Oscars (via Nagasaki, Kobe, Inland Sea, and Yokohama) TUESDAY, AUG. 21, at 1 p.m.
Goto (via Nagasaki) TUESDAY, Sept. 11, at 1 p.m.
Kobe, Inland Sea, and Yokohama) WEDNESDAY, Oct. 10, at 1 p.m.

THE Steamship OCEANIC will be despatched for SAN FRANCISCO, NAGOYA, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 21st August, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 percent. This allowance does not apply through fares from China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full; same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invitations to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

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J. S. VAN BUREN,
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Hongkong, August 1, 1894. 1261

Intimations.

"KRATING'S LOZENGES."
"KRATING'S LOZENGES."—A new article in KRATING'S COUGH LOZENGES. Ask throughout the world, in any country that can be named, and you will find it well known. There is absolutely no remedy that is so speedy in giving relief, so certain in effect, and yet the most delicate can take them.

"A TERRIBLE COUGH."

"A TERRIBLE COUGH."—Hongkong, July 24, 1894.—Dear Sirs:—I send you a poor hand at expressing my feelings, but I should like to tell you that your Intelligencer has done a wonderful service in bringing to light the operation of "Trotter's Law" (the same as the old Emperor of Germany, and unlike him, thank God, I am still alive) performed at St. Bartholomew's Hospital, Hongkong, on the 18th instant. A violent cough, which was so bad at times that it quite exhausted me. The unique, which was very copious, and the best treatment I had, was to get rid of it without difficulty. I am, sir, truly, J. HILL.

"UTTERLY UNBALANCED."

The above speaks for itself. From strict inquiry it appears that the benefit derived from the use of Trotter's Law is not equal to the trouble it causes. It is a special one and was performed by the specialist Dr. H. T. Butler of St. Bartholomew's Hospital, Hongkong, on the 18th instant. The operation was a success, but the patient is still under the care of the doctor.

"LOZENGES."—Are so successful are they that one finds immediate benefit, although from the nature of the case the throat irritation continues.

"WEIGHT IN GOLD."

Under date of July 23, 1894, Mr. H. H. again writes: "I should like to tell anyone who is afraid of your Lozenges—they do not weigh in gold. I will gladly tell anyone who is afraid of your Lozenges—they do not weigh in gold."

Kratin's Cough Lozenges, the unrivaled remedy for COUGHS, HOARS, and SOFT-ROAT TROUBLES are sold in Bottles by all Chemists.

INDIAN CONDIMENTS.

THE BEST QUALITY!!

THE BEST QUALITY!!

CHUTNIES. Per dozen.

SLICED, Sweet Sliced, Lucknow, Col. Skinner's, Calcutta Club, Armenian, Major Grey's, Service Club, Mixed, Mala, Cashmere, Pindar, Bengal Club, Col. God's, Cabool, Our Taste, in quart bottles 12 8

JELLIES.

Guava, Sarel, Mango, Corunda, in bottles 12 8

JAMS.

Pineapple, Tippared, Mulberry, in bottles 12 8

PRESERVES.

Spiced Mango, Pineapple, Embroc Myrrabola, Tamarind, Citron, Mango, Kovaora, Bael, Pubul, Limes, Orange, in bottles 12 8

MARMALADES.

Citron, Mango, Bael, Orange, in bottles 12 8

CHEESE.

Guava, Bael, 1lb tins, per dozen 10/-, 2lb tin 16 0

SYRUPS.

Lemon, Orange, Tamarind, Blackberry, Bael, Pineapple, Rose, Almond, Pomegranate, in quart bottles 12 8

PICKLES.

Onion, Cabbage, Bonyan, Mango, Lime, Bamboo, Red Cabbage, Sweet Mango, Mango, Mixed, Cauliflower, Sweet Cauliflower, bottles 12 8

SAUCES.

Tapp, Tantio, Mango, Tomatoe, Volucia, in pint bottles 10 0

CURRY POWDER & PASTE.

Curry, Malabar, Madras, Mulligatawny, in quart bottles 12 8

LIME JUICE, &c.

Pure Non-alcoholic Lime Juice, in bottles 9 8

Ground, Cayenne Pepper, White Pepper, Black Pepper, 1lb bottles 12 8

Napul Pepper Ground, 1/2 pint bottles 11 0

SHARE LIST.—QUOTATIONS.—AUGUST 8, 1894.

D. E. BROWN, General Agent, Fender Street, 1295

Hongkong, August 8, 1894.

NOTICE.—The EMPRESS OF CHINA will make her return voyage from Shanghai instead of Hongkong, and will leave the port on her regular sailing date.

Mails, Passengers and Vans from Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World) the LUXURIOUSNESS OF ITS CONTINENTAL TRAINS (the Company having received the highest award for some recent Chicago World's Exposition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

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